

Particular hostesses serve coffee in cups, rather than loose.

We must now make one teaspoonful of coal do the work of two.

Conservation of food and fuel is right, but there must be no famine.

Germany's interest in the future of Ireland is one of the grim jokes of the war.

Before the war is over we shall be pretty thoroughly surveyed and card indexed.

The truly happy stamp collector is the one who collects war savings stamps.

Several millions of people, however, are not worrying about the automobile tire restrictions.

It is permitted to hope that the government won't arrest us next winter for hoarding coal.

The daylight saving experiment has had a fair trial and has proved an unquestioned success.

Nowadays, if your cook fails to show up you are likely to find her chauffeuring in an elevator.

It seems as if these daring autoists might as well give over the attempt to butt trains off the track.

The world would be better off, literally speaking, if more writers would give up their pens for the plow.

The ban on the serving of young turkeys in restaurants will not bother those of us working on a salary.

Synthetic tannin, distilled from tar products, has been invented in England for tanning light-colored leathers.

No wonder Germany laid on Russia the blame for the war. Russia is licked and cannot resent the insult just now.

America is one sea of sentiment, says an editor. In the business of war sentiment plays an important part.

This gentle summer seems to have been specially designed for those economic souls who are forced to forego a vacation.

Modern surgery insures the recovery of a great majority of the wounded unless the Prussians succeed in shelling the hospital.

German troops have been ordered to look out for the Americans, who are regarded to be "bad men." Bad to go up against, sure.

When the history of this year is written, the weather man is not going to take chances of being accused of not doing his bit.

If the Yanks stay over there long enough London and Paris will insist upon going into the big baseball leagues after the war.

Hunting U-boats is now a side issue with the American navy, the main business being to get troops and munitions to France. However, both are being taken care of.

Thousands of cars are being assembled over the winter-wheat states to move the great crop being harvested. It is not the least of the bright war news of the day.

"The groom was dressed in the conventional khaki," is the wedding reporter's bromide for this year.

Ugliest known animal, the taquin, has just died in the London zoo. It lived on hay and carrots and hated children. The Kaiser will now be more lonesome than ever and probably have another weeping spell.

England has taken up rabbit raising to increase the meat supply, while in Australia the ravages of the rabbit hordes constitute a national problem. In other words, the meat ration in the empire is not well balanced.

There seems to be a difference between farmerettes and farmeresses. At least, a "farmeress" writes to learn how to take off the tan from working out in the sun. Most of the farmerettes are proud of a tanned skin.

The moving picture industry, says one of its journals, is an essential wheel in Uncle Sam's war machine. Barring the pie thrown in comedy pictures and the powder wasted in wild West films this is probably true.

Bumper crops and the development of the means of transporting them should operate as a discouragement to any lingering pessimism.

There may be a slight shortage of wool among mere consumers, but the original producers, the genial sheep, wear nothing but pure stuff.

It will be interesting, after the experiment is over, to find out if farmers who have had to feed city boys during the summer feel that they have made a profit on the deal.

German scientists, with all their love of abstruse calculation, failed to figure out the fact that ships can be built faster than U-boats can sink them.

With work so plentiful the only excuse left for the thief is that he craves excitement, and even that is hardly valid when one thinks of the trenches.

## DECISION FAVORS STEEL WORKERS

Thousands Affected by Ruling of the National War Labor Body.

### MANY CONCESSIONS GRANTED

Taken in Detail, Most of the Demands Made by Employees of the Bethlehem Steel Company Are Found to Be Just.

The national war labor board, through its joint chairman, W. H. Taft and Frank P. Walsh, has announced its decision in the dispute between the Bethlehem Steel company and its employees, granting important concessions which affect approximately 28,000 workers. The decision in many respects is one of the most important in the history of the board, the decision stating that "it appears beyond doubt that the dissatisfaction among the employees of the company is having a serious detrimental effect on the production of the war materials necessary to the American expeditionary force."

By the terms of the decision the workers are to have the right to organize and to bargain collectively. Revision or complete elimination of the bonus system now in operation at the plant, the source of much dissatisfaction among the workers, is ordered. The decision grants the revision of piece work rates and the establishment of a designated, guaranteed minimum hourly wage rate for about 5,000 machine-shop workers, in conformity with one of the scales now being applied by the war and navy departments; applies the basic eight-hour day, with payment of time and a half for all overtime and double time on Sundays and holidays, and provides for just overtime payment to piece workers; calls upon the company to pay men and women alike when performing the same work and to allow men no tasks disproportionate to their strength.

### GENERAL LABOR NEWS

Commissioner F. C. Roberts, representing the United States department of labor in Porto Rico, announced that 500 selected Porto Rican laborers, both unskilled and representing several trades, had been sent to the States on a transport. The South Porto Rico Sugar company, the largest in the island, is to maintain the efficiency of the labor force by providing for the education, inspection service and of the national bonus for all its employees and laborers for the year ending June, 1918, if the season's work is uninterrupted by strikes.

A company of state guards was ready at Sand Point, Idaho, to go to Wallace in case of trouble threatened by a strike of miners at the Morning and Gold Hunter lead mines. While the men have quit work at only two mines in the Coeur d'Alene district, the strike threatens to spread to the other producing properties, which furnish nearly 40 per cent of the lead and zinc output of the United States.

The strike of the jewelers in Newark is at an end. The last 300 who remained out went back to work. The strike began 11 weeks ago and was for the recognition of the union formed by the men and the closed shop. The employers stood together in refusing to meet the union representatives, and gradually the men of each shop adjusted working conditions and went back to work.

Practically all city work at Schenectady, N. Y., was tied up. Five hundred city employees went on strike. The workers and the common council have been wrangling for some time over the wage question, the council offering a flat advance of \$1 a week and the workers demanding 50 cents extra per day.

The co-operative stores of the Scandinavian countries are forming an organization for central purchasing of all groceries and other commodities. It is said that the total business which can be thus centralized will amount to more than \$50,000 a year.

Because of more than 40,000 industrial accidents in Wisconsin in 1915, 1916 and 1917, a total working time of nearly 6,000,000 days was lost and the total loss of wages was between \$12,000,000 and \$15,000,000.

York (Pa.) city council passed an ordinance increasing the salaries of members of the police department, sewer inspectors, marketmaster and other city employees.

Women employees of the California state printing office have made 200 pairs of shoes for Belgian babies from scraps of leather and corduroy used in bookbindings.

The eight-hour day in the lumber and shingle industry in the Northwest is fairly established.

All workmen at Victoria, B. C., employed in the provincial department of public works will be placed on an eight-hour basis.

Farm laborers in the county of Dublin, Ireland, are demanding an increase of \$2.50 a week in their wages.

A ribbon decoration for nurses and women hospital workers is to be awarded shortly.

Portland (Ore.) cooks and their assistants have formed a new union.

Letter carriers throughout Canada are to receive higher wages.

Canada had 37 strikes in May, involving 14,583 workmen.

## MEN SATISFIED TO WAIT

Wire Control Administration Will Go Ahead With Plans for Dealing With Telegraph Situation.

Positive assurances have been received by Postmaster General Burleson that there will be no telegraphers' strike, and the government wire control administration is proceeding with its plans for dealing with the telegraph labor situation in that understanding.

For the present the wire administration will not attempt to adjust the differences between the Western Union Telegraph company and employees who are members of the Commercial Telegraphers' union. Post office inspectors are making an investigation of the dispute.

Mr. Burleson announced that one of the first effects of government control of telephones and telegraphs probably would be the co-ordination and consolidation of competing systems wherever possible.

Negotiations were already under way for consolidating a number of competing telephone systems when the government assumed control.

### MINOR LABOR NOTES

A 50-hour law for women and children was defeated in the recent session of the Massachusetts legislature.

Construction of the largest coal distributing pier in New York harbor, to have been used in handling next winter's fuel supply for the metropolitan district, has been halted by a strike of union workmen. They walked out, according to officials in charge of the work, because nonunion men were employed. The federal department of labor was notified of the situation.

Employees of the Ross Gear and Tool company, Lafayette, Ind., were notified that the working hours in future would be half an hour less each day, and that time and a half allowance would be granted for all hours' work in excess of 47 hours a week. In addition a flat increase on all hourly service will take effect. It was said that employees also will continue to receive premiums on production, the premiums last month amounting to 55 per cent of the gross wages.

A strike of 350 mechanics employed at the Watertown (Mass.) arsenal began when Col. Charles M. Wesson, commanding officer, refused to grant a wage schedule demanded by the men. The men want the same wage schedules as approved by the United States shipping board, which range from \$4 to \$10.80 a day. The maximum wage at Watertown, the men say, is \$5.76 a day.

Lancashire's cotton industry outlook has been considerably brightened as the result of the meeting of the board of trade in London. The arrangements made will abolish the rotation system of unemployment on August 10, substituting a better system and providing for payment for forced unemployment.

The National Conduit and Cable company, Hastings-on-Hudson, N. Y., announced that all workers on an hourly rate would be paid on a 48-hour-a-week basis, with time and a half for all overtime. Day shift workers will work 54 hours and be paid for 57, while night shift workers will put in 60 hours and be paid for 66 hours.

All employees of the Washington-Virginia railway have been given an advance in pay. Trainmen receive an advance of 2 cents an hour, and clerical and other employees get an advance of 8 per cent. The increase was granted because of the increased cost of living. It will mean an added \$10,000 a year on the pay roll.

Establishment of a minimum wage and a system of collective bargaining for employer and employees, together with a general increase in wages, feature the decision of the war labor board in the case of the St. Joseph (Mo.) Lead company. The company produces one-ninth of all the lead mined in the country.

While thousands of workers were returning to their homes, union maintenance electricians in five substations of the Cleveland Railway company cut off the current and went on strike. Street car traffic was paralyzed for nearly an hour.

Three hundred thousand workmen in the district of Ivanco-Voznesensk, Russia, have gone on strike. The town is one of the chief centers of the Russian cotton industry, and there are a number of large textile factories there.

Introduction of systems under which British munitions makers are paid by piece-work has been responsible chiefly for the abnormal production achieved by hundreds of munitions plants in Manchester. There has been little serious trouble between employers and workmen.

An agreement has been reached by the department of labor with the unions and operators in the oil and gas fields of Louisiana and coastal Texas for adjustment of disputes by arbitration during the war.

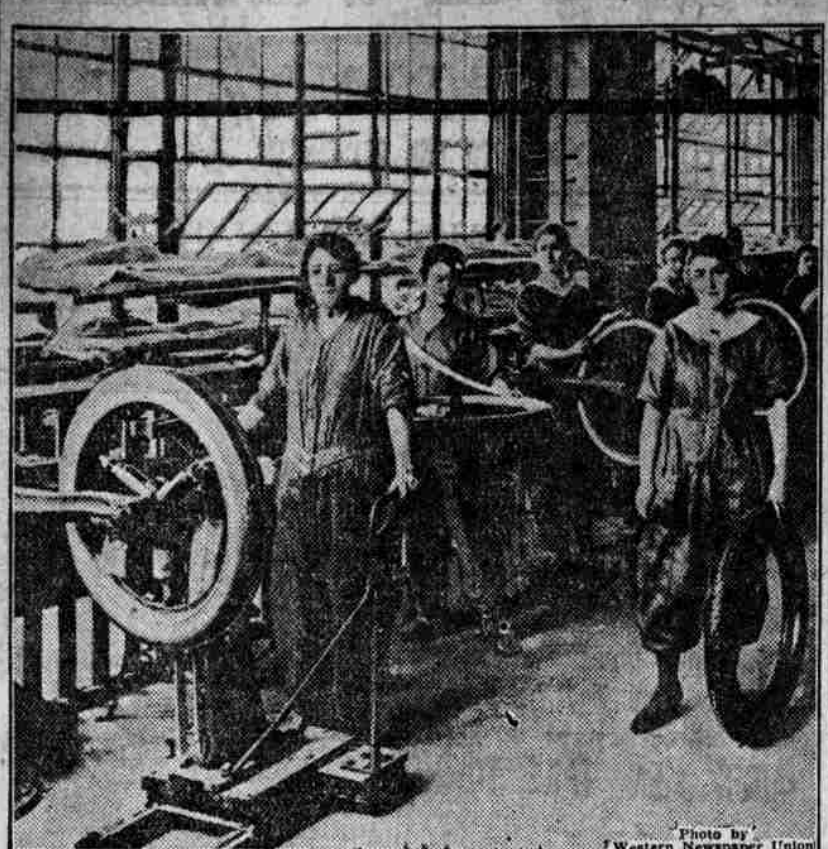
When the British Trades Union congress meets at Derby in September for its annual conference the membership of affiliated unions represented probably will be more than 4,000,000.

An increase of 25 cents a day for machine operators and 50 cents a day for floor men and ad men employed on newspapers has been secured by the Eugene (Ore.) Typographical union.

Since 1914 the women employed on trams, buses and railways in England have increased 326 per cent.

An arbitration board raised wages of Seattle and Tacoma street car employees four cents an hour.

## WOMEN NOW SPEEDING WHEELS OF INDUSTRY



These women at the Detroit factory of a big tire concern are replacing men who have been called to the service. The women of America are indeed doing their bit in domestic, industrial and even actual war work.

## SLIPPING CLUTCH IS A BAD HABIT

Once Started It Is Difficult to Remedy and Unnecessary Wear Will Result.

### ALWAYS ENGAGE IT GENTLY

Intentional Slipping Is Also Disastrous and Is Usually Due to Disinclination to Shift Gears—Start on First Speed.

"The person who habitually slips the clutch in use is courting danger," says William H. Stewart Jr., president of the Stewart Automobile school. "He increases the wear tenfold, so that finally it will hardly hold at all. Then some day he will need it badly to pull him out of a tight place and it will fall entirely."

"The purpose of the clutch is to connect the engine to the transmission and to disconnect it at the will of the operator. This is necessary, particularly for shifting gears, to prevent grinding or stripping. When allowed to engage it should always be done gently, so as not to break some part of the transmission. This caution applies particularly to the low speed when starting the car from a standstill, as the strain is then excessive. As the clutch is engaged the accelerator pedal is depressed slightly to give the engine sufficient power to carry the load. As the clutch takes hold it must do so smoothly, speeding up gradually until it moves at the same speed as the flywheel. It is evident from this that the clutch slips first and holds afterward."

### Most Serious Fault.

"Slipping in this manner is a necessary evil that causes the lining to wear out in time. The length of time may be long or short, depending on the driver. One of the most serious faults is to drive with the feet on the clutch and the brake pedals. The clutch is partly released by this practice, causing almost constant slipping, and the car will lack speed. To overcome this the driver feeds more gas, causing the engine to overheat, and also wasting gasoline."

"We now come to intentional slipping, which is also disastrous if continued. It is usually due to a disinclination to shift gears. The car is approaching a block in the traffic which will probably open if we do not arrive too soon, so we slow down slightly. If we throttle down too far the engine will stall. If we shift to second speed it may delay us, and then many drivers dislike it, forgetting that gears were placed on the cars for just such occasions. A third method is to allow the car to coast by throwing out the clutch and then engaging it again. This gives an intermittent motion to the car to which they object, but it is nevertheless superior to the following method (and the last one that should be employed). This consists in slipping the clutch and driving the car at a speed intermediate between high and second. This should never be done. Either stay in high and stop when the obstruction is reached or else drop into second gear."

### Taking Hill on High Gear.

"Another example of slipping the clutch is where the driver tries to take a hill on high gear and finds he cannot quite do it. Instead of shifting to second speed he crowds the engine all he can and then slips the clutch slightly. Another practice to be condemned is starting on second speed. The first speed is provided for just such use and it strains the mechanism severely besides wearing the clutch to start habitually on second speed."

"Take good care of the clutch, prevent slipping either through wear or intention and you will be repaid a thousandfold."

### WAY TO CLEAN RUSTY STEEL

Brush With Paste Composed of Cyanide of Potassium, Castile Soap, Whiting and Water.

Steel which has become rusty can be cleaned by brushing it with a paste composed as follows: Half an ounce of cyanide of potassium, half an ounce of castile soap, an ounce of whiting and water sufficient to form a paste. The steel should be washed after the paste has been applied, in a solution of half an ounce of cyanide of potassium in two ounces of water. On the other hand, rust may be prevented on steel parts by applying the following mixture with a brush, just as if it were varnish: One part caustic soda, 16 parts turpentine. These ingredients must be dissolved in a gentle heat and then eight parts of boiled oil should be added. The whole is now mixed by bringing them to boiling heat. This material may be removed by the use of turpentine.

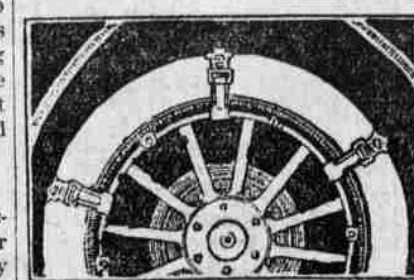
### MUD CHAINS FOR EMERGENCY

Devices Shown in Illustration May Be Attached While Car Is Stuck Fast in Mire.

It is a difficult and sometimes impossible task to put on the ordinary chains when your car gets stuck in the mud.

In such emergencies the motorist who has provided himself with the light and readily attachable devices shown in the illustration may get out with reasonable ease, as these chains can be put on even when the wheels are deep in mud.

They are made from one-eighth-



The New Mud Chains Which Can Be Attached Quickly When Your Car Strikes a Bad Road.

Inch flat steel, the tread links are two inches wide and the links one and one-quarter inches wide. The cam is on one end and the loop on the other, which the cam hooks into when placed together. Leather on the inside of the steel band prevents maring of the fellow varnish. The tread plate is corrugated to prevent slipping, and has four or five square inches of flat space pressing against the casing, thus preventing rolling on the tire.

### USING HAMMER TOO FREELY

Sprockets or Gears May Be Fractured or Sprung Out of Line—Pulley-Puller Is Best.

When attempting to remove sprockets or gears from the shafts to which they are attached by means of taper or plain fits and keys, care must be exercised not to use the hammer too freely, for fear of either fracturing the gear or springing it out of line. A so-called pulley-puller or special jack may be improvised without difficulty under almost any circumstances, and by its use the part may be removed straight without imposing any undue strain upon it.

### FIND LEAKS OF CARBURETER

Excellent Plan to Immerse Part in Hot Water—Gasoline Will Escape Through Holes.

An excellent way to locate suspected leaks in the carburetor float is to immerse the part in hot water. In this way any gasoline in the interior will be vaporized and will force its way out of the hole, which may be located by watching for the bubbles to rise. The float should, of course, be removed from the water the instant the bubbles cease arising.

## TENNESSEE

Epitome of Interesting Events That Are Transpiring Over the State

Knoxville.—One hundred and seventy-two young men, 157 white and 25 negroes, who have become 21 years old since June 5, registered for selective military service in Knox county.

Memphis.—Nearly \$1,000 worth of whisky was seized and four alleged bootleggers arrested by Memphis patrolmen. The accused were arraigned in police court on charges of violating the liquor law.

Manchester.—Miss Rena Bailey is the first Manchester girl to volunteer in the department of Red Cross nursing. The first volunteer for this department in Coffee county was Miss Rosa Havron of Tullahoma.

Chattanooga.—The second batch of German alien prisoners, numbering 500, arrived at Fort Oglethorpe from Hot Springs, N. C. Of the 2,200 prisoners to be transferred to the post at Chickamauga, 900 have safely reached here.

Memphis.—M. B. Webster, 28, former assistant entry clerk at the National City bank here, who pleaded guilty to making false entry in the bank's books, has been taken to the federal penitentiary at Atlanta, Ga., where he must serve out a five-year sentence.

Lebanon.—At a meeting of the executive committee of the Wilson county chapter of the Red Cross, Gen. W. S. Faulkner was unanimously elected county chairman to succeed J. T. Odum whose resignation was reluctantly accepted. Gen. Faulkner has long been especially interested in the work of the Red Cross.

Fayetteville.—A party of sixteen railroad men returning to Coldwater had a narrow escape when the car jumped the track. Silas Cavender, Jr., of Smyrna had his left arm broken. He was brought to Fayetteville for surgical attention. The rest of the party were unhurt. The men were making the trip on a flat car run by gas motor.

Gallatin.—Capt. Thomas R. Barry, former Vanderbilt man, in command of the Vanderbilt hospital unit in France, has been mentioned in dispatches from the front for conspicuous bravery in the fighting north of Chateau Thierry. Capt. Barry is the son of Mrs. Mary Laura Barry of this place and brother of Lieut.-Col. John A. Barry of the regular army.

Jackson.—Following wholesale arrests in Crockett county a few days ago, of alleged bootleggers by the Federal authorities, Deputy Marshal King brought in Ed Craig of that county. He was given a preliminary hearing before Commissioner Robert I. Chester and was held under a \$1,000 bond to appear before the federal grand jury to meet here in October.

Chattanooga.—Judge M. M. Allison, president of the Dixie highway association, will probably accept the appointment of regional director of the highway transport zone, comprising the states of Tennessee, Alabama, Georgia, Mississippi, Florida, North and South Carolina. The directorship has been offered Judge Allison by the highway transport committee of the Council of National Defense.

Fayetteville.—One of the active agencies for war work in Middle Tennessee is the Lincoln county woman's committee. Council of National Defense, which was organized early in the spring at a public war conference. The woman's committee has a chairman in each of the twenty-five civil districts of the county and each chairman has a committee of local helpers who assist her in the various forms of war work.

Washington.—War department officials make two announcements of interest to Tennesseans: Contractors will be asked to submit bids for improvements on the Lotus building in Memphis, which has been selected by government agents for a convalescent hospital.

The government has also approved the West Tennessee State Normal school, near Memphis, for an army training corps. The only condition precedent to establishing this corps is the enrollment of 100 students for military training. These proposed government activities in Memphis are important. The convalescent hospital will provide for the accommodation of 1,000 beds, which means permanent employment to a force of approximately 1,000 nurses, attendants (who will be enlisted men), and surgeons.

Gallatin.—Mrs. Mary Sharp, 35 years, and little son, Calvert McMahon Sharp, 4 years, were burned to death at their home on the Nashville turnpike. Earl, husband of Mrs. Sharp, had gone into a cellar in the yard for some household articles and his wife followed with a lighted candle. Mr. Sharp smelling gas in the cellar, called to his wife not to bring a light, but too late to stop the explosion of gas which enveloped the woman and child in flames in an instant. Mr. Sharp and an older daughter were seriously burned in trying to save the woman and child.